

10 CHILDREN LOST THEIR LIVES IN TROLLEY CRASH.

Little Victims, Jammed in a Mass in Their Efforts to Escape, Mashed Into a Ghastly Lump—Mayor of Newark Had Warned Common Council that Such Tragedy Would Occur.

Ten Dead and Four Dying as the Result of a Train Tearing Through Their Car on a Newark Grade Crossing To-day—Brakes Failed to Stop the Trolley.

THE DEAD.

BAKER, MAUDE, No. 562 High street.
EASTWOOD, EVAN, No. 596 Clinton avenue.
ILL, VIOLA, No. 43 Sterling street.
KARCHNER, MABEL, No. 41 Humbolt street.
KOHN, ROSE, No. 56 James street.
LOHENBERG, ALMA, No. 211 Littleton avenue.
MUELLER, ERNASTINA, No. 144 Fairmount avenue.
WERTERPUE, ELLA, No. 199 S. Sixth street.
Bodies of two unidentified girls at Mullen's Morgue.

THE DYING.

BRADY, PETER, motorman, 248½ Highland avenue; fatally crushed.
BULL, MINA, No. 41 Austin street.
LINDSLEY, FREDERICK, No. 43 Avon avenue.
MCLELLAND, JENNIE, 315 South Orange avenue.

THE INJURED.

ALSOP, FREDERICK, No. 78 Ridgewood avenue; badly hurt about head and body.
BARCLIFF, OSCAR, Gladstone, N. J., engineer of Lackawanna train; suffering from severe shock.
BURRMAN, WALTER, No. 29 Stratford place; ribs broken.
CAMP, SUSAN B.
COMERFORD, MARGARET, No. 370 South Orange avenue; body crushed and internal injuries; probably fatal.
COURSON, ALIZE, No. 149 Roseville avenue; broken leg.
DOLL, FLORENCE, No. 35 Van Ness place; ankle broken and badly injured about head and shoulders.
FOX, EDITH, No. 114 Bank street; scalp wounds.
GERAGHTY, LILLIAN, No. 395 Plane street; fractured hip.
KNIGHT, EMILY, No. 13 Walnut street; ankle broken and head injured.
LITTELL, MARGERY, No. 73 Plane street; skull fractured.
LULAND, ARTHUR, No. 81 Avon avenue.
M'CORD, HELEN, No. 17 Burnet street; scalp wounds.
NEVINS, FRANCES, No. 445 Broad street; scalp wounds.
PRICE, MARION N.; body bruises and scalp wounds.
RICH, PAULINE.
ROQUETS, CARL, No. 37 Waverly place.
SMITH, MABEL, No. 57 Elizabeth avenue; head injured.
SMITH, GEORGE, No. 78 Monmouth street; left leg fractured and other injuries.
VAN VALEN, MAUDE, No. 87 Hillside avenue; bruised about head and arms.
WALLACK, JACOB, No. 23 Ninth avenue; injured about the head and body.

Ten pupils of the Clifton High School, in Newark, N. J., eight of them girls, were instantly killed to-day in a trolley car, which was struck by a Delaware, Lackawanna & Western train at Clifton avenue crossing. Nearly a score of others were injured, and of these five will die.

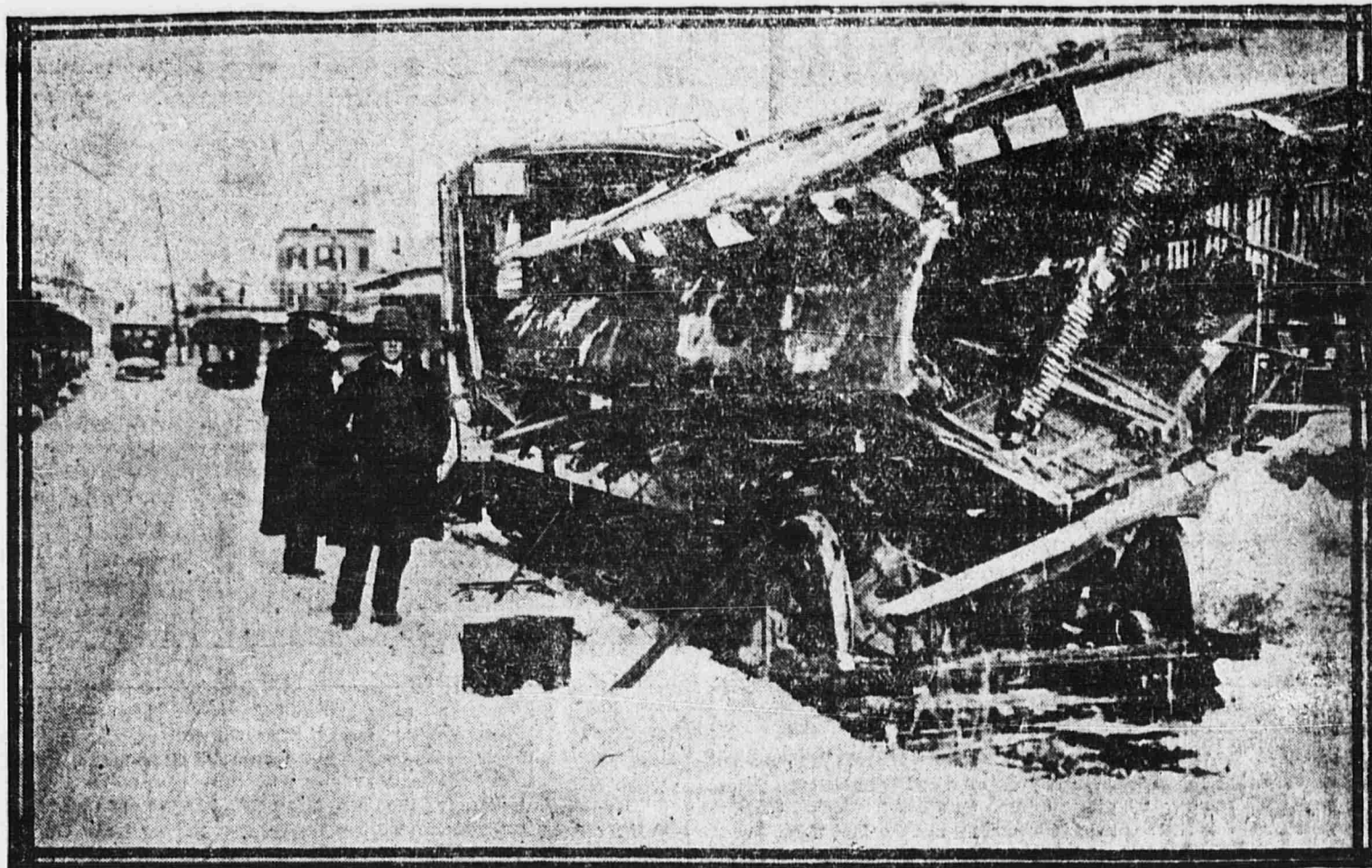
The fact that nearly all of the killed and injured were school girls made the wreck all the more pitiful. The tender bodies were ground under the wheels of the locomotive and scattered along the track for one hundred feet. So badly were the victims mangled that identification was difficult, and five hours after the accident two of the dead, a girl and a young man, remained unknown.

It was a grade-crossing tragedy, due to the weather conditions and the natural conformation of the locality. From the south came the trolley car on a down grade that culminated at the railroad track. From the west came the railroad train on a down grade that struck a level at the same point. The crossing, in other

(Continued on Second Page.)

ALL THAT IS LEFT OF THE NEWARK TROLLEY-CAR IN WHICH MANY CHILDREN'S LIVES WERE LOST TO-DAY

(Photographed for The Evening World.)



METROPOLITAN MEETS ATTACK.

Traction Company Officials Deny Reports Concerning Finances and Declare Them Due to Antagonistic Persons.

STOCK WAS HAMMERED.

Wall street talked of little else but the Metropolitan Street Railway Company this afternoon. Stories concerning its financial standing were made the basis of stock market attacks, and the Securities shares of the concern dropped 1-2 points.

Some of the reports were extremely sensational and affected the integrity of an official of the company. Emphatic denial was made to all of these by Metropolitan officials, the counsel for the company issuing the following:

"There has been no defalcation in the Metropolitan Street Railway Company. The stories that such is the case have been circulated for the purpose of settling for a price several suits.

"These rumors have been in circulation for the past three months, and the only reason that they have recently attracted attention is that there has been associated with them the name of District Attorney Jerome, which name has been brought into the business by the parties promoting the civil litigation."

Following this, Charles E. Warren, Secretary and Treasurer, and one of the directors of the Metropolitan Street Railway Company, said:

"It is a malicious lie, made out of whole cloth," he said. "We shall try to find out who is responsible for the starting of the rumor and will prosecute the author of it if we can learn who it was. It is a lie absolutely, without the suggestion of a foundation."

Barber identified with the Metropolitan Street Railway said that from his own investigation he was satisfied that most of the stories about the Metropolitan had been circulated by persons who want to knock down the price of the stock.

The bears in the market, however, had profited by the stories, and Metropolitan stock led the decline in a dull market.

The denials of the officials of the company, however, had good effect to the close of trading, Metropolitan rallying about 1-2 points.

None were fatally hurt, although the injuries of some are serious. Among the American passengers on board these were injured: Miss Louise Langill, Waltham, Mass., hip dislocated; J. H. Langill, injuries to groin; G. Conquist, Los Angeles, spine hurt; A. H. Allen, Lowell, Mass.; Miss E. S. Dunforth, Lowell, Mass.; David Carver, Bangor, Me.; H. T. Lindsay, Forest Lake, Wis.; L. E. Dunlop, Westford, Vt.; and Nathan Sparks, Chelsea, Mass.

The train was west-bound on the main system of the Grand Trunk road, when, while passing Whitby Junction, it jumped the track.

All the cars left the rails, the engine alone remaining. The passengers were thrown in heaps in the various coaches and cut by flying glass. The engineer, William Stewart, had his leg broken.

Traffic was blocked for an hour or more, but the train was finally moved, and most of the passengers resumed their journey.

FOUR HUNDRED PUPILS IN PANIC AT SCHOOL FIRE

Westerleigh Collegiate Institute Destroyed at West New Brighton, S. I.—Prof. Griffin Leaps from Window and Breaks Both Legs.

Fire in the Westerleigh Collegiate institute at West New Brighton, Staten Island, imperilled the lives of 400 pupils to-day, but the peculiar construction of the building enabled them to escape. Prof. Griffin, instructor in music, had his way to safety cut off and jumped from a second-story window, breaking both his legs.

The building, which was a rambling three-story frame structure, stood on Westerleigh Heights, and is a Staten Island landmark. It is one of the best private schools in Greater New York and was attended by the children of the best families in Staten Island. There was a staff of sixteen professors in addition to President Strong.

Difficultly with Heating Plant. All through the winter there has been difficulty with the steam-heating apparatus, and several times it has been necessary to close down the school for repairs. Recently the heating plant was given a thorough overhauling and no further trouble was anticipated.

A small fire started in the top floor to-day just before the hour for noon recess. Fortunately it was discovered before it had gained any headway and an alarm was given.

On account of the inflammable nature of the building, fire drills had been held frequently. As soon as the alarm was sounded to-day the teachers instructed the pupils to march to the chapel and gymnasium, in a detached building.

Schoolgirls in a Panic.

The girls in the school were in a panic of fear, for the halls were filling with smoke, but the teachers by their coolness saved a rush that would certainly have resulted disastrously. When the pupils had assembled in the gymnasium they were marched to an adjoining classroom, where all the wraps were kept, and from there were allowed to leave the grounds.

By this time the lower part of the main building was in flames. Prof. Griffin, who was in the music room on the second floor, did not hear the alarm bell. His first notice of the fire was the filling

of his room with smoke and the roar of flames.

Opening the door he saw that the wooden stairway was on fire and that in a few moments the flames would be sweeping the building from the cellar to the roof. He opened a window and jumped out. In reality he fell three stories, for a basement adds to the height of the building. In addition to fractures of both legs it is feared that he was injured internally.

Before the pupils were well away the entire structure was in flames and it was burning like a lumber yard. A general alarm was sent along the North Shore, but few engines could get through the snow-blocked streets. The severe cold had frozen up the hydrants in the neighborhood, and the best that firemen who had reached the scene could do was to stand by and see the building go up in smoke.

The exposed condition of the school made the fire visible all along the north and east shores of the island, and caused terror in scores of homes.

Parents and relatives of children in the school rushed to the burning building from all directions. For a long time after the fire became visible there were rumors throughout Staten Island that many of the pupils had been burned to death.

TWO PLATOONS FOR FIREMEN

Assembly Bills Divide the Department Into Day and Night Forces, and Limit Continuous Service to 24 Hours.

MEN TO CHANGE ABOUT.

(Special to The Evening World.) ALBANY, Feb. 19.—In the Assembly to-day two bills were introduced providing for the division of the New York City Fire Department into two platoons. They were presented by McCarthy, of the Twenty-third New York District, and Weber, of the Sixteenth of Kings.

Under the provisions of either of these bills, the force is to be divided into two platoons, one for day service, from 8 A. M. to 8 P. M., the other for night service, from 8 P. M. to 8 A. M.

Under the Weber bill the platoons change about weekly, while under McCarthy's they must be reversed at least once in six months, and no man is required under any circumstances to work more than twenty-four hours consecutively, although the system may be suspended in great emergencies, such as prior conflagration, great public mortality or other such emergency.

The Weber bill removes from the New York charter the requirement that charges against any member of the department must be tried in the borough where he served.

IDENTIFIED VICTIMS OF FORT LAFAYETTE EXPLOSION

Following is a list of the dead and injured in the explosion this afternoon at Fort Lafayette so far as known:

The dead—Gustav Dozer, Ninety-third street and Third avenue, Brooklyn; John Mason, No. 353 Court street, Brooklyn; John Rather; Martin Thorngeson, No. 2 Second place, Brooklyn.

Injured—Frederick Mungen, Long Island City; Edward McMillan, No. 120 East One Hundred and Nineteenth street, Manhattan; Charles Lohmiller, No. 249 Sockholm street, Brooklyn, and William H. Van Gorp, Fifth avenue, South Brooklyn.

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Sweet Alice 1, Birch Broom 2, Musical Slipper. Sixth Race—Burgoyne 1, Ed L. 2, The Caxton 3.

DR. SUTORIUS DISCHARGED.

Dr. Francis Sutorius, who was charged with being concerned in frauds on the Trust Company of the Republic, was discharged by Justice Mayer in the Court of Special Sessions this afternoon. Assistant District Attorney Garvin declared that there was no evidence against the accused.

WILLIAM E. TEFFT IS DEAD.

William E. Tefft, of the well-known dry-goods firm of Tefft, Weller & Co. of this city, died to-day at Great Barrington, Mass.

FOUR ARE DEAD, THREE WILL DIE FROM EXPLOSION

Awful Accident in the Government Magazine at Fort Lafayette, in the Narrows, Caused This Afternoon by a Defective Shell.

HELP FOR THE INJURED SENT BY BOAT FROM FORT HAMILTON.

Men Who Were Killed Were Civilian Employees Who Were Supposed to Be Experts in the Handling of Dangerous Explosives—Victims Were Terribly Mutilated.

Four men were killed and eleven dangerously injured by an explosion in Fort Lafayette, the United States Navy explosive material warehouse in the Narrows, this afternoon. Three of the injured will die before to-morrow. Word of the accident was sent to Fort Hamilton and from there ambulances were ordered from the hospitals in South Brooklyn.

Fort Lafayette is on an island directly opposite Fort Hamilton, in the bay. The explosion, peculiarly enough, did not arouse the neighborhood, but was none the less destructive. The first information given out led the hospital authorities to believe that the four deaths had been instantaneous, but that other deaths were expected among the injured.

The fort in which the explosion occurred is an ancient structure, used almost exclusively as a storage place for gunpowder and other explosives. At present there are great stores of explosive stuff in the vaults and magazines, and the officers are unable to understand why the whole island was not blown off the surface of the bay.

HELP FROM FORT HAMILTON.

Communication between Fort Lafayette and the mainland is by boat, which made the removal of the injured a matter of extreme difficulty. When word of the accident reached Fort Hamilton the post surgeon went across immediately in the small boat used for transportation. The ambulance surgeons who responded to the call were also taken across the channel in this boat and superintended the arrangements for the removal of the wounded.

The first official returns to the Navy Yard reported that the injured men were literally torn apart, and that the mortality among the wounded is bound to be very heavy. The clothing and shoes were blown off the injured, who were also badly burned by the flames that accompanied the explosion.

THE VICTIMS WERE CIVILIANS.

The unfortunates who figured in the accident were civilian employees of the Navy Department supposed to be experts in the handling of dynamite, gun cotton and other high explosives used in the loading of shells.

As soon as the news of the accident reached the Navy-Yard a tug having on board a corps of doctors and nurses and a committee of naval officers started for Fort Lafayette.

It is the understanding of the officials that the loss of life was caused by the explosion of a shell upon which a gang of workmen were engaged. It is probable that the shell was defective.

The dead men were unrecognizable, having been literally torn to pieces. Other employees, hearing the noise of the explosion, rushed to the aid of the injured, and by prompt work prevented the spread of the fire that resulted.

If the great quantity of explosives stored there had gone off all at once it is likely that destruction would have been scattered all through the Fort Hamilton region.

CHIEF SURGEON AIDED INJURED.

Major Powell, Chief Surgeon at Fort Hamilton, heard the noise of the explosion, saw the balloon-like smoke column that floated from the scene and, calling his assistants together, started at once for Fort Lafayette.

"When I got there," said Major Powell to an Evening World reporter, "I hurried up from the landing and ran into eight men lying stretched out in the fort. Four of these men were dead. One of them had his head blown from his body, and so far as I know, the head has not been found yet."

"Having satisfied myself that the four were dead I turned my attention to the remaining four prostrate beside them. One of these men had the limbs of one of the dead lying across his body. Pieces of human bodies were scattered all about. Two of the injured had their eyes blown out. Another had his arm blown off. The bodies of all the eight were scorched and seared by the flames that had followed the explosion."

IN A SERIOUS CONDITION.

"I directed that the corpses should be taken care of, and then arranged for the transportation of the injured across the channel to the hospital. The poor fellows are in a bad way. Of those I left at the Fort, I do not believe that any is badly enough injured to warrant belief in death."

William Van Gurt was the first of the injured brought to the mainland to regain consciousness. His first words were an appeal to those about him to break the news gently to his wife.

"Tell her I'm hurt a little," said Van Gurt, "but don't say what is the matter with me."

Van Gurt said that he was at work with three other men in a room adjoining that in which the explosion took place. He could tell nothing